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THE WEEKLY OF BUSINESS AVIATION

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BANDEIRANTE CRASH BAFFLES INVESTIGATORS

Crash of the Provincetown-Boston Airline Bandeirante Dec. 6 on takeoff from Jacksonville International Airport in Florida have government and industry safety investigators puzzled. A National Transportation Safety Board (NTSB) spokesman told *BA* at presstime that there is no evidence of any major pre-impact defect, metal fatigue or stress corrosion that would have caused components of the tail section to separate from the 19-passenger turboprop shortly after takeoff. Whatever the cause, he added, it "spun the (vertical) stabilizer around like a propeller." The accident—the first involving structural failure of an airline aircraft since the American Airlines DC-10 crash in Chicago on May 25, 1979—killed all 13 on board.

The aircraft was delivered to PBA in October 1981 and had only 5,800 hours on the airframe, according to Brazilian manufacturer Embraer. Newton Berwig, executive vice president of Fort Lauderdale-based Embraer Aircraft Corp., said the high-time Bandeirante in the U.S. has some 12,500 hours; another has logged 23,600 landings. Both aircraft are with Imperial Airlines in California. Berwig told *BA* the entire U.S. fleet of 140-plus Bandeirantes had been inspected subsequent to the accident with negative results. Only the usual minor cracks and occasional loose rivets were found. Berwig said there is no indication the problem is related to the finding of loose rivets on three Comair Bandeirantes in April 1983, said to be linked to a discontinued manufacturing procedure *(BA, April 4, 1983/107).*

Vertical Stabilizer "Sheared"

The NTSB spokesman said the aircraft's vertical stabilizer attach fitting—a component approximately three-eighths of an inch thick and four inches long—had "sheared" between the bulkhead and the bolt attach holes. "And I mean sheared," he declared. "You don't look for over-stress at 500 feet and 120 knots; you don't look for flutter at low airspeeds; and, you're not looking at wind shear with the wind only gusting to 15 knots," he added.

Both NTSB and Embraer officials expressed deep concern that an apparent cause of the accident has not been found. "The only thing we want is to put the finger on something, then let the chips fall," said another Embraer official. Key portions of the wreckage were taken to Washington, D.C. last week for further laboratory investigation. There had never been an accident or a known major incident involving the Bandeirante in the U.S.

REPEAL OF ITC, ACRS WOULD NOT BE RETROACTIVE

Capitol Hill sources are saying that there is no chance that any repeal of the 10-percent investment tax credit and the Accelerated Cost Recovery System (ACRS) would be retroactive to 1984 or even early 1985. That word comes as reports circulate throughout the general aviation industry that retail aircraft sales are suffering even further because of fear that they will ultimately not be sheltered by the ITC and ACRS provisions of the president's 1981 tax package.

Prior to 1981 the ACRS period was seven years. The 1981 act reduced that down to five years, but the administration's latest proposals would stretch it out to 12 years, which according to one source would mean a "dramatic increase in the cost of buying an airplane." The 10-percent ITC would be eliminated completely

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BUSINESS/PERSONAL AIRCRAFT INDUSTRY – NOVEMBER UNIT SHIPMENTS

		Nov. 84	Cal. Year
BEECH AIRCRAFT CORP.			
• Single-Engine			
BE-77	Skipper	0	0
BE-C23	Sundowner	0	4
BE-C24R	Sierra	0	2
BE-F33A	Bonanza	3	26
BE-V35B	Bonanza	0	5
BE-A36	Bonanza	9	88
BE-B36TC	Bonanza	4	34
• Multi-Engine			
BE-B55	Baron	1	4
BE-E55	Baron	0	5
BE-58	Baron	4	48
BE-58TC	Baron	0	0
BE-58P	Baron	3	29
BE-76	Duchess	0	0
BE-B60	Duke	0	0
BE-C99	Airliner	0	9
BE-C90-1	King Air	2	28
BE-F90-1	King Air	0	13
BE-B100	King Air	0	0
BE-300	King Air	2	2
BE-200	Super King Air	0	30
BE-C99	Commuter	1	1
BE-200C	Super King Air	0	1
BE-300	Super King Air	0	22
BE-200T	Super King Air	0	2
BE-1900C	Commuter	1	23
TOTAL		27	376
Manufacturers net billing – $15,892,329			
BRITISH AEROSPACE			
• Multi-Engine			
BAe	Jetstream 31	0	21
HS-748		1	4
BAe 146-100		0	1
BAe 146-200		1	6
HS-125-700	Model A	0	2
HS-125-700	Model B	1	6
HS-125-800	Model A	2	10
HS-125-800	Model B	0	4
TOTAL		5	54
PILATUS BRITTEN-NORMAN LTD.			
• Multi-Engine			
BN-2B	Islander	1	6
BN-2T	Islander	0	3
Mark III	Trislander	0	1
TOTAL		1	10
CANADAIR LIMITED			
• Multi-Engine			
CL-600	Challenger	*	2
CL-601	Challenger	*	14
TOTAL		*	16
CESSNA AIRCRAFT CO.			
• Single-Engine			
CE-152		1	80
CE-A152	Aerobat	0	1
CE-172	Skyhawk	37	164
CE-172	Cutlass	0	8
CE-172RG	Cutlass	1	40
CE-182	Skylane	9	65
CE-182	Turbo Skylane	1	7
CE-182RG	Skylane RG	1	23
CE-182RG	Turbo Skylane RG	2	23
CE-185	Skywagon	2	17
CE-U206	Stationair 6	6	50
CE-TU206	Turbo Stationair 6	4	42
CE-207	Stationair 8	0	16
CE-TU207	Turbo Stationair 8	0	2
CE-210	Centurion	0	27
CE-T210	Turbo Centurion	1	54
CE-P210	Pressurized Centurion	1	19
CE-188	AgHusky	0	1
CE-188	AgTruck	0	5
• Multi-Engine			
CE-303	Crusader	3	50
CE-335		0	0
CE-340		0	10
CE-402		0	10
CE-404	Titan	0	0
CE-414	Chancellor	0	16
CE-421	Golden Eagle	0	11
CE-425	Conquest I	(1)	16
CE-441	Conquest II	0	8
CE-500	Citation I	2	6
CE-550	Citation II	1	34
CE-650	Citation III	3	45
CESSNA/REIMS AVIATION			
• Single-Engine			
CE-F152		0	8
CE-F152	Aerobat	0	0
CE-F172	Skyhawk	1	19
CE-FR172	Hawk XP	0	0
CE-F182	Skylane	0	0
CE-F182RG	Skylane RG	0	3
TOTAL		76	880
Manufacturers net billing – $29,123,043			
AVIONS-MARCEL DASSAULT			
• Multi-Engine			
AD-My.10	Falcon	*	0
AD-My.20	Falcon	*	0
AD-My.200	Falcon	*	10
AD-My.50	Falcon	*	13
TOTAL		*	23
DEHAVILLAND AIRCRAFT OF CANADA			
• Multi-Engine			
DHC-5		1	1
DHC-6		2	14
DHC-7		2	10
DHC-8		6	6
TOTAL		11	31
EMBRAER			
• Single-Engine			
EMB-200		0	0
EMB-201	Ipanema	3	17
EMB-710	Carioca (PA-28-235 Dakota)	0	0
EMB-711	Corisco (PA-28RT-201 Arrow)	2	16
EMB-712	Tupi (PA-28-181 Archer II)	1	8
EMB-720	Minuano (PA-32-300 Seratoga)	0	9
EMB-721	Sertanejo (PA-32R-301 Seratoga)	1	8
• Multi-Engine			
EMB-110P1	Bandeirante	0	5
EMB-110P1A	Bandeirante	0	4
EMB-121	Xingu	0	1
EMB-810D	Seneca II	2	27
EMB-820	Chieftain	0	2
TOTAL		9	97
FAIRCHILD AIRCRAFT CORP.			
• Multi-Engine			
Merlin III-C		0	2
Fairchild 300		0	1
Merlin IV-C		0	3
Metro III		2	16
Expediter		0	0
TOTAL		2	22
Manufacturers net billing – $4,682,785			
GATES-LEARJET			
• Multi-Engine			
LR-25D		0	1
LR-29		0	0
LR-35A		2	6
LR-36A		1	2
LR-55		1	14
TOTAL		4	23
GULFSTREAM AEROSPACE			
• Multi-Engine			
GR-1159A	Gulfstream III	3	32
AE-840	Turbo Commander	0	2
AE-900	Commander 900	0	6

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		Nov. 84	Cal. Year
AE-880		0	0
AE-1000		0	4
TOTAL		3	44
Manufacturers net billing – $23,886,000			
ISRAEL AIRCRAFT INDUSTRIES			
• Multi-Engine			
1124	Westwind 1	0	3
1124A	Westwind 2	1	9
TOTAL		1	12
LAKE AIRCRA			
• Single-Engine			
LA-4-200EP		0	15
LA-250	Renegade	2	10
TOTAL		2	25
Manufacturers net billing – $389,751			
MAULE AIR INC.			
• Single-Engine			
M-5-180C		2	29
M-5-200		0	0
M-5-235C	Lunar Rocket	0	2
M-6-180C		3	8
MX-735		0	1
M-7-235	Super Rocket	1	12
TOTAL		6	52
Manufacturers net billing – $275,207			
MITSUBISHI			
• Multi-Engine			
Solitaire		0	0
Marquise		0	2
Diamond		1	11
TOTAL		1	13
MOONEY AIRCRAFT CORP.			
• Single-Engine			
M-20J	201	12	81
M-20K	231	5	55
TOTAL		17	136

		Nov. 84	Cal. Year
PIPER AIRCRAFT CORP.			
• Single-Engine			
PA-38-112	Tomahawk	0	1
PA-28-161	Warrior	10	102
PA-28-181	Archer II	4	95
PA-28-236	Dakota	3	27
PA-28-201T	Turbo Dakota	1	1
PA-28RT-201	Arrow IV	0	0
PA-28RT-201T	Turbo Arrow IV	1	18
PA-32-301	Saratoga	4	20
PA-32-301T	Turbo Saratoga	0	6
PA-32R-301	Saratoga SP	3	18
PA-32R-301T	Turbo Saratoga SP	5	23
PA-46-310P	Malibu	10	90
• Multi-Engine			
PA-31-310	Navajo	0	2
PA-31-325	Navajo C/R	0	5
PA-31-350	Chieftain	0	15
PA-31P-350	Mojave	1	14
PA-31T-501T	Cheyenne I	0	0
PA-31T-501T	Cheyenne IA	0	5
PA-31T-620	Cheyenne II	0	0
PA-31T2-620	Cheyenne II XL	1	5
PA-42-720	Cheyenne III	0	0
PA-42-720	Cheyenne IIIA	3	13
PA-42-1000	Cheyenne 400LS	1	3
PA-34-220T	Seneca III	5	77
PA-44-180	Seminole	0	4
PA-44-180T	Turbo Seminole	0	9
PA-601B	Aerostar	0	1
PA-601P	Aerostar	0	0
PA-602P	Aerostar	0	6
PA-700P	Aerostar	4	11
PA-T1020		0	1
PA-T1040		0	6
TOTAL		56	578
Manufacturers net billing – $14,940,515			
SHORT BROTHERS LTD.			
• Multi-Engine			
SBJ-CS-7	Skyvan	0	1
SD-3-30		0	4
SD-3-60		1	23
TOTAL		1	28
	SINGLE-ENGINE	154	1,505
	MULTI-ENGINE	69	915
	GRAND-TOTAL	223	2,420

UNIT SHIPMENTS COMPARATIVE TREND: 18 MANUFACTURERS

	November			Calendar Year to Date		
	1984	1983	1982	1984	1983	1982
Beech	27	24	27	376	352	479
British Aerospace	5	2	2	54	48	25
Britten-Norman	1	1	1	10	13	14
Canadair	*	2	*	16	24	*
Cessna	76	53	95	880	1,141	2,005
Dassault	*	2	7	23	24	59
De Havilland	11	2	*	31	12	*
Embraer	9	9(4)	13(3)	97	79(28)	168(67)
Fairchild	2	2	5	22	31	36
Gates	4	2	8	23	26	84
Gulfstream	3	8	9	44	59	82
Israel	1	0	*	12	7	*
Lake	2	3	3	25	24	20
Maule Air Inc.	6	1	0	52	1	0
Mitsubishi	1	2	5	13	35	27
Mooney	17	18	17	136	133	168
Piper	56	67	83	578	576	941
Short	1	3	1	28	29	13
TOTAL	223	201	276	2,420	2,614	4,121

Parentheses show actual Embraer deliveries, not including aircraft kits.

* Figures not available.